done, for improving the sanitation and housing conditions of the people of fishing villages. I am trying to evolve some means by which your existing difficulties may be removed so that you may find better houses, better drinking water and better sanitary arrangements.

Your earlier representation was about the question of reducing the price of salt for fish-curing. It is engaging the attention of Government. Everything is being done in the way of dispensaries, medical aid and also schools for the fisher communities of Travancore.

180. Control of motor traffic in Travancore.

MR. K. PARAMESWARA PANIKKAR (*Member, Shertallai taluk, Group I*) said that with a view to the proper conduct of motor traffic, a school should be opened at Trivandrum where drivers should be trained. All those who were already drivers should be required to undergo training in this school before their licences were renewed unless they had had experience in driving for not less than five years. For new candidates, a general educational qualification, say of the School Final standard, should be fixed, for the purpose of admission into the school.

Drivers and conductors should be required to take out monthly certificates of good conduct from taluk boards appointed for that purpose in each taluk through which buses had to ply. The boards should have in their composition two or three respectable citizens of the place, the local Magistrate, Inspector of Police and Sub-Division Officer.

Securities for good conduct should be required to be deposited by drivers and conductors or on their behalf by the owners of buses.

Breaches of the motor vehicles rules should be visited with condign punishment, such as heavy fines. Repetition of the same offence should be punished with cancellation of the driving license.

Fares for motor vehicles should be standardised. The rate might be fixed at one chackram per mile for distances not exceeding 5 miles, 12 cash per mile for distances above 5 miles and not exceeding 25 miles, and 8 cash per mile for distances above 25 miles.

Over-loading should be strictly prohibited. The accommodation fixed for each bench in a bus should be notified in the vernacular at a prominent place in the bus.

Drivers and conductors should be strictly enjoined not to refuse admission to any passenger when accommodation was available and not to ask a passenger to clear out or vacate his seat in favour of another.

Rules regarding the speed-limit, and the hours of leaving and the hours of arriving at each station should be strictly enforced. Each driver should keep a diary furnishing these details which should be examined by the Traffic Inspectors.

Each bus should be required to adhere carefully to the timings prescribed for it. In the case of a big company for instance, if they had several buses appointed to start at different hours, a bus should

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leave the station at each appointed hour, and should not, for want of a sufficient number of passengers or other similar reason, be permitted to take the next turn.

Restrictions regarding the intervals to pass between the starting of different buses from the same station in the same direction or in different directions should be abolished. The intervals should at least be reduced.

For unlawful canvassing of passengers by agents, bus-owners should also be made answerable as principal offenders.

The number of Traffic Inspectors should be raised.

Roads along which buses had to pass should be widened, so as to leave sufficient room for pedestrian traffic.

Tolls on motor vehicles should be abolished and should be replaced by a duty on petrol.

DEWAN'S REPLY: Mr. Parameswara Panikkar, several of your practical suggestions promise to be useful and I shall request the Commissioner of Police to consider them sympathetically. He has now under preparation a scheme and received rules for the better control and more efficient working of traffic by motor transport over the roads of Travancore. But I do not think that the materialising of one of your suggestions will be welcomed, namely that honorary boards should be appointed in each taluk to try every driver connected with every offence. Certainly we should save the useful individual driver if he is to be subjected to such inquisitions through every taluk he traverses.

Then you suggest that tolls should be abolished and that a duty should be levied on petrol. Under the Interportal Trade Convention we are not at liberty to impose a duty upon petrol which comes mostly through Cochin or Madras by rail.

181. Administrative reforms.

MR. N. K. PADMANABHA PILLAI (*Member, Neyyatinkara taluk, Group I*) said that the prosperity of Travancore depended in no small measure upon the increased out-put of articles like copra, rubber etc., the discovery of suitable markets for these commodities in foreign countries and the making of adequate arrangements for the sale of these commodities in these markets. These were matters which could be left in the hands of a separate Department of Commerce and of commercial agents. Government had of late turned its attention to this subject and they had organised a Chamber of Commerce at Alleppey. It was imperative that they should devote more and more attention to this subject in future.

As at present organised the Sanitary Department of the State was existing in a very antiquarian form. Its activities in respect of public health administration were very poor. It should be reorganised on up-to-date lines and it should be made to attend to the all-important problem of rural sanitation in an effective manner.

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